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OKC - 1462
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21 March 1961

MEMORANDUM FOR : The Record
SUBJECT : Status - FWA 523 Fuel Development
ATTACHMENT : (1) Summary - Refinery Comment On
Production of FWA-523.

1. Considerable unrest has been generated in recent weeks concerning industry capability to produce fuel to the Pratt & Whitney FWA-523 specification. In order to investigate the justification of this unrest, discussions were held with the [redacted] [redacted], and Pratt & Whitney. Summaries of these discussions with certain interim recommendations are presented herewith. Discussions with [redacted] are planned for the near future.

2. On 23 February 1961, [redacted] and the writer met with representatives of the [redacted] in New York. [redacted] presented a very pessimistic outlook for quantity production of subject fuel. This outlook was contrary to that generally known to be held by Pratt & Whitney and [redacted] and in the writer's opinion contradictory to the development progress achieved so far by [redacted]. Further, it seemed inconsistent with recent regeneration of [redacted] interest in subject fuel. [redacted] comment included emphatic reference to crude, manufacturing process, and production capacity limitations unless the FWA-523 specification were compromised. The unmistakable inference of these remarks was that [redacted] must be misleading and dishonest in their claim to quantity production capability.

3. On 7 March 1961, [redacted] and the writer met with representatives of [redacted], and Pratt & Whitney in Florida. [redacted] presented an optimistic outlook for quantity production of subject fuel without compromise to the FWA-523 specification. This statement included positive comment that crude and production capacity were not limited. Further statement indicated that previous

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[redacted] crude utilization, manufacturing process, plant size, and production capacity were not correct. Attachment 1 summarizes the details of [redacted] comment cited in paragraphs 2 and 3.

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4. The writer's interim summary evaluation of [redacted] comment to date is as follows:

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5. Although it is recognized that a sole source for fuel procurement is undesirable, it is the writer's opinion that a procurement split at this time would be unwise. Subject fuel, as the engine, airframe, and associated systems, is still in the development phase. Practice in manufacturing process, refinery shakedown, and handling will be required in order to attain consistent quality volume production. A split now at the present production level (FMS 1961 requirement is 5 million gallons) would divide this necessary production experience thus leaving any one refinery with a deficiency.

6. In view of the fact that the OKCART program involves the mating of an unfown airframe with an unfown engine, it is recommended that as much flight experience and handling experience as feasible be accumulated using subject fuel in other aircraft (possibly the U-2) prior to A-12 initial flight. This experience would serve to surface the things we have not thought of in handling and operation and thereby establish a fuel confidence level prior to the time needed for OKCART. FMS has indicated the compatibility of subject fuel with the J-57 and J-75 engines with minor controls and seals adjustments.

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7. In the writer's opinion, insufficient evidence exists for justifying any compromise to the NA-523 specification.



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Development Branch
DPD-DB/T

Attachment:

As cited

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